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CIRCULATION

WEEK ENDING MAY 27, 1922

11,599

REPUBLICAN CITY TICKETS

For Mayor, **CHARLES H. RICHARDS**.

For Aldermen, **JOSEPH C. WORTH**, **EDMUND W. PERKINS**.

For Councilmen, **N. EUGENE SMITH**, **EDGAR E. WORTHINGTON**, **ELIZABETH P. LATROFF**, **WEBSTER D. COPE**.

For City Treasurer, **E. LARUE BLIVEN**.

For City Sheriff, **STEPHEN H. REEVES**.

For City Clerk, **CHARLES H. RICHARDS**, **EARLE C. CHRISTMAN**.

For Water Commissioner, **CHARLES A. HAGBERG**.

MEMORIAL DAY.

Memorial day is the day for the expression of the nation's gratitude to that large body of soldiers and sailors who rendered such valiant service for their country, and whose deeds and memories there can be no disposition to forget. It is not a time for such an expression on the part of a few alone; it is only fitting that the many should at this time pay their silent tribute to the nation's heroes.

Memorial day has been established for over a half century. There can be no thought of any decrease in interest. While it was a development of the Civil war it is a day when the veterans of other wars or the descendants of the veterans take occasion to decorate the graves of those whose services cannot be forgotten, and we of the present day know how much more Memorial day has come to mean to us within the past few years.

Memorial day is a day which reminds of the impressive fact that we cannot forget those who have done so much in establishing and protecting the government and flag under which we live and in cementing as a unit this glorious nation.

There is no probability that the veterans will neglect the day, but it is a time for each and every one to give recognition to the patriotic service that has been rendered and to let it be understood that those who served their country will have our support quite the same when it comes to memorializing their deceased comrades as they did when they went forth to fight. Having preserved for us the institutions that are so valuable to us today it is but a small sacrifice on our part to do all possible in connection with the Memorial day observance. It may well be a day for the stimulation of patriotism as well as keeping green the memory of those who are gone.

A DRIVE FOR SAFETY.

Much as it is desired that there should be removed all those dangerous railroad crossings that exist in this country, it is fully evident that such is not likely to be an early accomplishment. Many times it is desirable which cannot be obtained without unwarranted expenditure or because the necessary funds are not available. It is so with the idea of eliminating railroad crossings. Possibly some day they will be as scarce as hens' teeth, but it will not be in the day of the present generation. There is an alternative, however, and that is the prevention of the crossing fatalities. Such crossings may be easily said to be accomplished, and yet it is the right attention given to it that the thing would be accomplished and no great sacrifices would have to be made in doing it. It is simply a situation in which humanity recognizes the wisdom of protecting itself and then proceeds to do so. Instead of trying to push the iron horse off the rails in a frantic effort to avoid a minute delay when no such stunt is required.

It can thus be fully appreciated that the American Railway Association is engaged in a most worthy and laudable effort when it starts an intensive drive for the elimination of accidents at grade crossings. It isn't to be supposed that the entire burden rests upon the highway users. There is a valuable service which the railroads can and should render through the maintenance of adequate warning signs and signals at the crossings. When that is done the responsibility is thrown upon the highway users, as is repeatedly shown by the manner in which they are disregarded.

Let every crossing be regarded as a death trap and when one is approached let there be brought to mind the possibility of a train being as near as the vehicle itself and there would be fewer accidents. Likewise let it become appreciated that the crossing warning means what it says and there will be less maiming and killing at such points. The persistent disregard for the danger at crossings needs to be overcome. They are places where a judicious use of the brake means safety, and if this can be sent home to crossing users the intensive drive may accomplish its purpose.

IMMIGRANT FARMERS.

One of the great handicaps experienced by the farmer for the past several years has been the inability to get help. During the days of the war farm help was attracted elsewhere. There were those who were drafted and there were those who were drawn into other employment because of the high wages that were available, and as the result

of the changed conditions they have not turned back to the farm in as great numbers as they were drawn away from. The farm help situation has of course improved, but it is not what it should be.

Thus under the circumstances it can be appreciated that Congressman Steenerson of Minnesota has in mind the betterment of conditions in the regions where he proposes an amendment to the immigration law which would lift the three per cent restriction when immigrants who are farmers, and who intend to apply their efforts in that direction in this country, are involved.

It is to be realized that efforts have been made in the past to get immigrants to distribute themselves over the country and to meet the requirements concerning help that now exist relative to the farming regions. Not the best of success has been obtained in that effort although there are large numbers of those who came from other shores to be found on the farms throughout the country.

It is desirable that it would be desirable if there were in the crowded sections of the country, who are unable to get much work, could be persuaded to settle in those localities where they could help to relieve the shortage on the farms. That wouldn't necessarily mean that they would be full-fledged farmers, but that they would be able to do some of the work that is desired distribution. At present there cannot be a disposition to seriously alter the immigration laws but if there is to be any letting down of the bars the Steenerson idea of accepting those qualified to render the most needed service has its appeal.

THE SENSIBLE DECISION.

The action of the Connecticut company and its employees in agreeing to submit their differences in regard to wages to arbitration is deserving of commendation. It is the desire of the company that there should be another reduction in wages with a view to getting expenses back nearer to normal in order that there may be a further reduction in the rate of fares charged.

According to the employees it is not believed that there should be any cut at this time. Instead of asking for an increase, however, they believe that the rate of pay should remain as it is. The logical course is for both sides to arbitration and let to the credit of both that that course has been agreed upon. It is no time for the employees to undertake measures in an effort to force their claims, or to invite a determination of the matter by being attempted in such a way. The logical course is for both sides to arbitration and let to the credit of both that that course has been agreed upon. It is no time for the employees to undertake measures in an effort to force their claims, or to invite a determination of the matter by being attempted in such a way.

With the employees remaining at work until the decision has been reached and then adding by the decision, it means neither an interruption of the service to the public nor the stopping of the pay envelope to the employees, while the company will likewise be saved the additional expense which might otherwise be thrust upon it.

HELPING NEW ENGLAND ROADS.

With the New England railroads barely able to keep their heads above water under the present day condition, it can be realized that they are going to have a greater struggle after the first of July unless the much expected increase in traffic results from the ten per cent cut in rates made effective at that time by the interstate commerce commission. Unquestionably the roads can handle the business if it is offered to them. They would appreciate the opportunity to and expect out of the increased volume to show better earnings.

Greater efficiency resulting in curtailed expenditures has been their salvation, but by the recent court decision which declares that the larger percentage of through freight rates awarded to the New England roads is proper they have reason to expect an added revenue for the services being rendered even though a reduced rate is ordered.

New England conditions as to railroading are much different from those in other sections of the country. There are expenses that have to be met here that do not arise on many lines and in because of this situation that the award for a larger proportion of the rates on through freight has been sustained. Present day conditions of the New England roads are in need of the better percentage. In fact there would have been small reason to expect it, and in all probability it would never have been asked, if conditions were not what they are.

It is unreasonable to expect railroad systems to render service when they are not adequately reimbursed, but with the requirements that have been made and those ordered improved conditions are to be anticipated. And what helps to better the position of the railroads will have its good effects upon industry and individuals.

EDITORIAL NOTES.

Memorial day is a day when all the flags should be flying.

Under present conditions there is little possibility that General Chang will be a Wu-ling go.

The man on the corner says: It will be but a brief time now before we are knee deep in June.

It is a long week and that reaches from Saturday to Wednesday but there's nothing like making the most of it.

From reports of people dying from eating tools further proof is furnished that all things are not what they seem.

The flight around the world whether completed or not, will only be the beginning of a procession for the stunt loving aviators.

With Marshal Foch's memoirs rated as too explosive for publication now, there is no chance that his book will ever be rated as a dud.

Don't neglect Memorial day. Give it the consideration it deserves and help the veterans of several wars in keeping alive the memories of their comrades.

When May does strike her gait some one unkindly remarks that she is trying to usurp the rights of June and by order of the wind away we go back into early April.

One wouldn't suppose it would be necessary in a civilized country to lock up men not guilty of any crime to protect them from mob action, but such seems to be necessary in Texas.

WASHINGTON AFFAIRS

(Special to The Bulletin.)

Washington, D. C., May 29.—Congress is taking a three day recess over Memorial Day. The House will resume session on Monday, June 5, and the Senate on Tuesday, June 6. The political fight here waxes hot and Congress is not improving under the strain of 11 hours a day session, and the bitterness of factional and partisan debate.

Senators are driven into argumentative corners and hard pressed by their opponents; the tariff debate is intermixed with political and personal recrimination; the democratic filibuster goes on; and the republicans, who secured seats on their own side of the chamber have much to endure but the hardest knocks come to those who were elected or appointed to fill vacancies and on their arrival found all republican chairs filled and were forced to cross the middle aisle that separates the sheep from the goats and occupy what is known as the "Cherokee strip." This is a section of chairs far back on the democratic side and the senators who must sit there not only hear the "Cherokee" but are also exposed to the must also catch the whispered comments as well. It's a good deal like sitting on the wrong side of a college ball game and having a "Cherokee" strip, not only to look pleasant when your own side is getting walloped.

Senator Pepper, who has just been out with flying colors in Pennsylvania, is a "Cherokee" man, so is Senator Shortridge of California, who is probably the tallest man in the senate. The only known instance where a senator has voluntarily fled to the "Cherokee strip" was the session when Senator Brandegee abandoned his desirable and prominent location on the republican side and slid round to a dark corner in the "Cherokee strip" to get Senator Smoot's elbow room.

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The recent three-day recess here had nothing to do with the senate in the day of the "Cherokee strip" but the fact that the senators get on their war paint and feathers. Of course many of the sessions are tedious during the tariff debate, but others are often lively and by a cross fire of argument and quick wit that wakes up the galleries. During the debate the floor attendant "is pretty thin" as Senator Brandegee expressed it, but when a vote is to be taken senators pour into the chamber from the adjoining cloak rooms and there is no trouble in securing a quorum. They don't want to let the line and so keep out of ear shot till the bell calls them back. Senator McCumber, chairman of the finance committee, who knows the tariff bill by heart, is always within hailing distance and often sits up debate by interjection of his own. He said a big laugh one day this week and called the day in the midst of a violent attack from the democratic side, where personalities threatened to reach beyond the limit of parliamentary procedure. "I don't want to yield for a question, and then said something about 'long tail cotton' instead of long staple cotton. That little slip broke the line and then everybody laughed including the galleries. But the twinkle in Mr. Borah's eyes made it seem quite possible he had purposely done so to break the line.

The two parties have been ripped free and left by dissection in their ranks over the proposed duty on commodities with foreign origin. Draphts, peas, and onions held the stage for hours, while the senators from various sections of the country fought for or against an increase of the tariff on the proposed tariff. When graphics was up Senator Tom Heflin of Alabama foretold his democratic "tariff for revenue only" principles and shouted long and loud for an increase of duty on the sun-gated upon by the finance committee, agreeing with perfect frankness that he desired it to protect an Alabama industry.

"Welcome," said Senator Borah from the republican side of the chamber, rising and bowing with assumed deference to the big Alabama man who grinned back. "There seems to be no party line here, does there?" anything else," continued Borah, shaking back his long black hair. "It's no mere money men in and some are out."

Returning to the subject of the proposed tariff, Senator Heflin of Kentucky shouted back across the broad middle aisle, "Well, anyhow, republicans are all wrong all the time and it's only some democrats are wrong at times. They don't love them all in spite of a few faults." Next Heflin and Stanley sought to picture how "dear little children" would suffer if graphics was in effect, and were put out of commission and their school pencils raised in price, whereupon Borah again shook his shock of heavy black hair and remarked, "The senator from Alabama, Mr. Heflin, is an protectionist in spots—and that spot is Alabama." And so the hours went by with nothing accomplished towards the passage of the bill.

U. S. Senator Bert M. Fernald of Maine came to the senate to see Senator Page of Vermont who held the record for senatorial early rising and carried off the honors without a contest. Fernald, as a boy up at the Vermont farm, quickly learned that the children of the family who were late to breakfast got only the pickings of what had been left of the previous day's supper, and good old fashioned ham and eggs. That lesson of promptness has never forsaken him and he kept up the pace of the clock, rising after he came to the senate. But Fernald of Maine did not forsake his early Maine experience as a farmer and he pops out of bed at the stroke of 5, eats a hearty breakfast prepared in a near Maine fashion as Washington hotels offer, and by 7 o'clock Mr. Fernald is at his desk hammering away at a list of mail.

Fernald is doing a man-sized job as chairman of one of the most important committees in the senate as well as doing his round of routine work and he attributes it to his fondness for country hours. "I don't want to get city-bred in that respect."

Down at the White House they are telling a good story on Senator Hale of Maine, who is one of the presidential forefathers when it comes to the time for a run out to the links of a nearby country club. One morning the hour was fixed for 7 a. m., and the president and two senators were there on the dot. "Where's Hale?" asked the president. "He usually is here waiting for us?" Just then Mr. Hale rounded the corner, whereupon it is said the president struck up "Hale—Hale—the game's all here," etc., in which he was joined by the waiting senators, with more zest than melody and the forenoon was begun.

The annual conference of the weights and measures officials of states and counties is now in session here and numbers delegates from practically every state in the Union. New England has large representation and officials from those states are greatly pleased with showing made in the reports submitted. They say New England is far ahead of other sections of the country in establishing laws that protect consumers, regulate and standardize weights and measures and at the same time are of service to dealers. The chief object of the convention this year is advocacy of standardization through all the states. Varying regulations such as now exist, or as in some states, practically no regulations and a scarcity of inspectors, tends

HIS AGILE FLOP.

(Special to The Bulletin.)

"I want you to have just as good a time while I am gone as you can, Serena," began the devoted young man, who was not quite engaged but almost. "If anybody asks you to go somewhere, go right ahead."

"I shall be so terribly lonesome while you are away," Reginald, sighed the fair young creature, who was holding out to him while she made up her mind whether or not she was the best bet. "You can't imagine!"

"That's just why I want you to get out and around and occupy your mind," said the devoted young man. "You mustn't mope and that blue I'm not one of the dog-in-the-manger kind, who selfishly thinks only of himself. If Arcurus Hoops or Lemuel Butterline bring their cars around—"

"I cannot endure Lemuel Butterline," declared the fair young creature. "He is so fat. And whereas so. No, you needn't worry, I shall not go out with them. I shall stay at home and wait for you. Arcurus has told me his six stock jokes a great many times, and I simply must make a stand some time. I cannot listen to them again."

"I think you are making a mistake," the devoted young man assured her. "They are splendid fellows, both of them, and I should be glad to have them with you. Of course, naturally, I feel differently about that Clarence Pickles. It isn't that I don't want you to have a good time, but he isn't quite the sort."

"Why, Reginald?" the young woman cried. "I can't imagine why you should feel so in regard to Clarence. You are sure you are not in love with him? I begin to believe that you must be actually jealous, and—"

"Now, Serena," said the young man, "I don't mean to hurt your feelings. I tell you that jealousy is entirely foreign to my makeup. I couldn't think so much of you if I did not have absolute trust in you and it isn't that at all. I haven't a word of fear that you would flirt with Clarence behind my back, not at all. It is just that I cannot for the life of me see a single thing in your favor over that other girl of your type! You haven't one thing in common and you would be bound to death."

"I am surprised that you should be so unfair toward Clarence Pickles!" the fair young creature broke in, a trifle warmly. "He has never done a single thing to you and he is as nice as a piece of candy. I don't see why you should be so jealous of him. I expect I am stupid not to notice what has been going on right under my eyes all this time. If it is Clarence Pickles you—"

"Don't be silly, Reginald," purred the young woman soothingly, seeing breakfast ahead. "You know Clarence is absolutely nothing to me. Why, I never look at any other man when you are around and—"

"That may be—but what about when I am away?" demanded the devoted young man. "That's what worries me! Not that I expect you to decline invitations or anything like that—and I shouldn't object to a short ride or a call of half an hour or so, but I tell you that Clarence Pickles has a way with him and I don't trust him, and before a girl knows what is happening she will be crazy about you anyhow—and when two such fellows as Arcurus and Lemuel are to be had, I don't see—"

"But I don't like them at all!" "Oh—then you do like Clarence! You admit it! Right in the face of your making me think that I—"

"I don't care why you are so silly!" objected the young woman. "You haven't any faith in me and you are horrid and jealous."

"Serena!" the young man cried, despairingly. "I can't bear to go away leaving you feel like this toward me when all I am thinking of is that you shall have a good time and enjoy your self! To prove it I am perfectly willing that you should go out with Clarence Pickles—of course, not every night, but once in a while—say once while I am gone—"

"I shall think of you every minute," the young woman told him cleverly. "Do you think Clarence is going to invite you to go anywhere?" demanded the devoted young man. "What are you going to do tomorrow night?"

"There is a beach picnic," she reminded him. "Clarence has asked me to drive my motor car and you are to go with me. 'Do you know,' the devoted young man burst out. 'I've just decided I can put off that trip till next week, Serena! I will keep just as well as not, and I shall have a bit of need of Clarence going to all that trouble when, no doubt, there is some other girl he really would enjoy taking if he didn't feel he had to be considerate of you!'"

Clarence right away that I'll be here and give him a chance to ask her! I'd kind of like to go to that beach picnic myself!"—Chicago News.

Today's Birthdays

Duke of Norfolk, hereditary Earl Marshal and Premier Duke of England, born 4 years ago today.

William Phillips, under secretary of state, born at Washington, D. C., at Beverly, Mass., 44 years ago today.

Rt. Rev. William Lawrence, Episcopal bishop of Massachusetts, born in Boston, 72 years ago today.

Mark Hambourg, celebrated pianist and composer, born in South Russia, 43 years ago today.

Albert L. Mamoux, pitcher of the Brooklyn National league baseball team, born in Pittsburgh, 23 years ago today.

Today's Anniversaries

1757—Henry Addington, Viscount Sidmouth, English prime minister during the Napoleonic wars, born Dec. 12, 1744.

1773—Voltaire, the great French writer and philosopher, died in Paris, born there, Nov. 11, 1694.

1804—Joseph Isaac Wright, an American senator from South Carolina, died at Charleston, born there in 1742.

1845—Amadeus, Duke of Austria, who had a brief career as king of Spain, born at Turin, Italy. Died there, Jan. 13, 1890.

1848—Louis Phillips and his family were condemned by the French National Assembly to perpetual banishment.

1894—Governor McKinley of Ohio ordered the militia to prevent interference with coal trains.

1912—Wilbur Wright, one of the inventors of the aeroplane, died at Dayton, O. Born near Millville, Ind., April 16, 1867.

1918—The first anchored steel ship was launched on Newark Bay, N. J.

IN THE PUBLIC EYE

(Special to The Bulletin.)

Herbert L. Bridgman, who reaches the age of seventy-eight years today, is a well-known journalist, having for many years been at the head of one of the Brooklyn daily newspapers. Mr. Bridgman is a native of Amherst, Mass., and a graduate of Amherst college. After leaving college, in 1886, he entered upon a professional career that has been long and rewarding. He has had many honors that go with his vocation, but his national reputation rests more upon his avocational achievements. Some thirty years ago he became interested in Arctic exploration, and since that time, either as a promoter and organizer of expeditions or a chronicler of their achievements, he has identified himself with man after man who has endeavored to solve the mysteries of the Far North, conspicuously so with the late Rear Admiral Peary. He has been a delegate to international conferences dealing with the polar research, and has sat on international commissions dealing with the same.

CHILD TRAINING

The Nursery
By Ellen Creelman

Every home, it is possible, should contain one room for the child's special use. Not that he must always be confined to the nursery, but that he may have the privacy of a room in which to commence his education through play uninterrupted by many of the activities of the home.

The child should be required to spend a part of the time in the nursery. This he will gladly do without coercion, provided he has a pleasant room, suitable toys and protection from intrusion as he attempts to develop his mind through play.

There should be a sunny exposure, good ventilation and low windows protected against accident. The child enjoys pictures of the outside world as seen from the windows. The blue sky, the wind-blown clouds, rain drops, wind storms, sun beams, flowers, trees and birds afford him a continuous source of pleasure. In fact such pictures acted upon by his

Great Men's Love Letters

BOSWELL AND "PEGGY" MONTGOMERIE.

James Boswell, the Scotchman of letters, is so familiarly known as the biographer of Samuel Johnson that the reader is apt to forget that his was a most interesting personality. As a writer, Boswell is full of romance and much of the clever material that he has worked into his famous biography is but a memoir of his own life.

A remarkable feature of this curious life-blended character was an extreme susceptibility to the charms of the fair sex. In one of his "Boswell" doct women "adored," and all through his life he seemed to have been passing from one attachment to another, each being, as in the case of an amusing character in a modern farce, "the only woman he ever loved."

It would be difficult to count the innumerable "flames" of Boswell and as Mr. Sterne puts it, "he must ever have some Dulcinea in his head." Boswell began early, when he was student at the university, and he was only eighteen when he fell distractedly in love with Miss W. . .

Expressed as he was with his various characters, this was a very serious matter, not seriously planted a regular matrimonial venture. He first thought of his cousin, Miss Bosville, in Yorkshire, but there was one objection, as he himself pointed out, "she would not live in Scotland. Then he betook himself to Miss Blair to whom he might have been married had he only behaved like a reasonable being. He once discovered a friend on a mission to report, to praise him, and stimulated the lady's feelings in every way.

He finally found that Miss Blair, as well as many other young women with whom he had become suddenly infatuated, was not at all the person suited to him. English, Scotch and Dutch belles had unsuccessfully passed by him and an Irish one now appeared on the scene. This new flame was his cousin, Miss Margaret or "Peggy" Montgomerie, who became the wife of Boswell. They became engaged and were married on November 25, 1769.

Boswell was of a most jealous disposition and yet he would not indicate that he was of a forgiving nature. "How am I tormented because you have formerly loved others. But why should that upset me? So have I. But I am positive that since first I greeted you, you have been constant to me. You have been more than that, you have been kind and generous. My life is one of the most romantic that you ever met or read of. I really love you, I am a very sensible and good sort of man. I may have had a strong passion previous to my paying court to you, but my mind would seem to indicate that this passion has never been so deeply rooted as in the present instance. My dear Miss Montgomerie, nor do I feel in any way that it is not going to be as lasting."

The married life of Boswell, for a time, was all that could be desired, and the first domestic troubles arose through neither the wife nor his father sympathizing with his enthusiasm for Dr. Johnson. The wife was a sensible woman and preferred staying at home. When Johnson took Boswell on his tour, she remarked that though she had seen many "a bear led by a man, she had never before seen a man led by a bear."

Boswell seems, in the main, to have been a well-to-do man, though he maintained that he could feel "little fondness for other persons with perfect conjugal love." Mrs. Boswell died in Auchinleck in 1789, and it is said that he was somewhat comforted by the nine-teen beams, flowers, trees and birds afford him a continuous source of pleasure. In fact such pictures acted upon by his

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Is She?

She is a pretty and charming young teacher. She had carefully explained her youngsters the use of the interrogation point. "For tomorrow," she told them, "I want each of you to bring in a question. Don't bring something ordinary, but find something interesting. Tomorrow and its questions came. Some of them were good and others were impossible. One small boy, a youngster with rosy cheeks and sparkling eyes, waved his hands wildly. The teacher called on him. He stood erect and to the very height of his tiny stature and read, "Is any girl safe?"

What Did He Mean by None?

The minister was visiting one of the thirty parishioners when the latter's little son came into the room. After a few words with him the minister handed him a penny. "You better put it in the bank and let it grow," he suggested. "It's too small to buy anything now." The father of the house began to chuckle until the youngster retorted, "I'll save it till Sunday then, and put it in the church basket with papa's pennies."

The minister tried to relieve the embarrassment. "None is too small," he said, "to give to the Lord." But the parishioner isn't sure yet by what he meant by none.

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